THE MARINE RECORD

DEVOTED TO COMMERCE

DEVOTED TO NAVIGATION, COMMERCE, ENGINEERING AND SCIENCE.

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Det Bel Isle & Windsr Ferry Co 68

AROUND THE LAKES.

CLEVELAND.

Wm. Whittaker the well-known vessel agent of Detroit, arrived here yesterday.

Captain Slyfield of Port Huron was in the city yesterday, looking after business for his floating property.

Superintendent Rentz of the Detroit Sheet Metal Works, is in the city looking after the pipe fittings of the new Michigan Central ferry boat transfer.

The Lake Erie Iron company, of Cleveland, O., will erect a furnace with working hearth 7 by 14 feet, for heating iron for their 9 inch train.

Captain Deusenberry of this city, is paying his relatives a visit for the first time this season. The Captain is a veteran marine diver and has worked amongst the finny inhabitants of the briny, and the lakes for thirty years.

We desire to correct a mistake made in our last edition, which assigned to the Cleveland Shipbuilding company the credit of building the steam steerer on the Wm. B. Morley, when the credit should have been given to the Globe Iron Works company.

John Thomson is supplying the steam heater and piping for the new ferry transfer steamer for the Michigan Central. This will be quite a large job as the ferry is on ice all winter and will require considerable radiating heat to keep the ice open while lying still.

The schooner Northwest, recently purchased by James Corrigan from a Milwaukee syndicate, found the end of the reef off Pilot Island Tuesday. She was broadside on with her stern pointing to the island, and must have gone on just before daylight. She was light for Escanaba.

The schooners Zack Chandler, H. C. Richards, Baldwin, Brunette, Joseph Page, Constitution, Erie Belle, Republic and Columbian are all stripped here. The Burton has gone into winter quarters at Lorain and the Melvin Bacon goes from Fairport to Vermillion, her home port, for shelter during the winter.

The schooner Kate Winslow will go to Vermillion to lay up. It is understood that at that port she will be rebuilt this winter

Captain O. Lochway of the schooner H. Fitzhugh, paid the RECORD office a pleasant visit Tuesday. His schooner will take a cargo of coal, Cleveland to Detroit and from Detroit she will go to Ogdensburg with a load of wheat. The Fitzhugh will strip and lay up at the latter port.

A settlement has been reached and carried into effect between the owners, Messrs. Collier & Lavaque, and the underwriters for the damages done by fire on the tug Tom Maytham. A survey of the latter vessel has shown that she was more seriously injured than at first supposed. It has been ascertained by careful examination that it will cost between $8,000 and $9,000 to put her in good shape again. The insurance companies have therefore paid over the above amount, and allowed the owners to go forward and make the repairs. They will do so during the coming winter. In the meantime sufficient temporary repairs have been made to enable the boat to do harbor towing.

The Cleveland Shipbuilding company has just shipped a 2,500 pound steam hammer to Patterson, N. J., and have placed a new direct acting steam hammer in their blacksmith shop. This firm has all the machinery on the ferry steamer, although the paddles and gears are not yet placed. They are also building a fore and aft compound engine for the M. Bradley steamer at Radcliffe's yard 28 and 54 by 40, a triple expansion for the Rhodes steamer 20, 31 and 52 by 40, which sizes are duplicated for the Lockwood steamer, with boilers 11½ by 14 feet to carry 150 pounds of steam. The two latter steamers are being built at Quayles Son's yard. The first of the new steamers for the Cleveland Iron Mining company is well along. The keel laid, about two-thirds of the frames up and water bottom commenced.

The steamer Columbia will take the Cleveland drydock when the Corsica vacates it.

The bent plates have all been placed on the steamer Corsica, now in Cleveland drydock and she will likely be taken out this evening. Captain Cummings is regaining his good nature under the prospects of another trip or two before the close.

Captain W. P. Henry, of Buffalo, manager of the Anchor line, was in the city yesterday in consultation with Mr. J. F. Pankhurst in relation to the two new steamers for that line. These steamers will be duplicates of the W. P. Wilbur.

The Cleveland Drydock Co. has taken a contract to build a steamboat 265 feet keel, 280 feet over all, 41 feet beam, 21 feet depth of hold. She will be built for Messrs. Henry J. Johnson, Philo Johnson, John Cole, George Presley, and Upson, Walton & Co.

Quayles & Sons' ship yard promises to be busy this winter. In addition to the contract for R. R. Rhodes, Mr. Lockwood, of Milan, Ohio, has placed an order with them for a large steamboat, 285 feet; keel, 42 feet; beam, 24 moulded depth. Her machinery will be triple expansion, 20, 31, and 52 by 40, with boiler, 11½ by 14 feet.

The iron ship yard of the Globe Iron Works Co., presents a very active appearance, all four of the berths being occupied with large steel steamers in different stages of completion, two of which are well along, the frames up and partly plated, and the fourth is still in an embryo state. It is the purpose of Mr. Smith to have four new boats ready at the opening next season.

DETROIT, MICH.

Special to the Marine Record.

At an early hour Sunday morning, when near Belle Island, the iron wrecking steamer Don Dickinson was discovered on fire. Her entire upper works were destroyed and machinery probably ruined. She drifted on the Canada shore above Walkerville, where she now lies. The crew escaped. She was built in Wilmington, Del., valued at $7,500. She had considerable wrecking machinery aboard, which was destroyed.

One of the barges in tow of the Turner from Buffalo parted her tow line off Port Stanley and is still missing.

Samuel F. Hodge & Company have put new wheels on the tug Kittie Smoke and propeller Dean Richmond; also made a new crosshead for the steamer Darius Cole, new shaft, stern pipe, stern bearing, and driving bearing for the propeller Mackinaw, new crank shaft for the tug A. R. Wright, and crank shaft for the tug Cheney. They have made some repairs to the engine of the tug John Owen, and to the S. E. Sheldon, and had the tug W. A Moore cleaning out.

M. S. Smith & Co., jewellers of this city, have had shipped to their order a gondola from Venice. It arrived Tuesday and caused a ripple of comment among the marine people.

Captain Dusenberry, a marine diver, left here on the City of Detroit for Cleveland Tuesday night.

S. B. Grummond has the Mary Pringle, and the Winslow laying here, waiting for business at short notice. The tug Wm. A. Moore, belonging to this line, left Tuesday for Ashtabula, where she will hook on to the Lizzie A. Law and tow her to Lake Huron.

The Eagle Iron Works have taken a large contract to furnish stone quarry machinery for people in Detroit; the order consists of an engine, boilers, derricks, etc., to be shipped west. This enterprising firm seem to be exceedingly busy at their works.

H. D. Edwards & Co., ship chandlers, are going easy at present, and report business rather dull. Hustling will be in order, when the outfits for the many new boats building round here are required.

Thomas Thurston, boat builder, has just completed a fine rowboat, 17 feet 6 inches long, 4 feet 10 inches beam. She will be used on the river in the business of W. H. Connor, a marine reporter here.

Steve B. Conklin, sailmaker, is meeting with a fair share of patronage, having already several vessel outfits in his loft, including the canvas of the Swallow, Boady, Morley, and one of J. T. Hurley's vessels.

The steamer J. W. Steinhoff, which was formerly on the Detroit & Chatham route, has been transferred from Buffalo to Toronto.

The propeller Don M. Dickinson is a total loss, being burned to a shell, valuation Lloyds register $7,500; insurance $8.000. The last transfer of shares in this vessel was based on a valuation of $12,000.

Captain L. L. Slyfield, of Port Huron, was in the city Tuesday and intends going on to Cleveland.

Mr. McLachlan, the pilot of the Detroit & Cleveland Steam Navigation Co.'s steamer City of Detroit, reports an unusual number of small meteors visible on Lake Erie early Tuesday morning. Their path was distinctly visible for several seconds and bore nearly true east and west. The solar spots now visible may have some connection with the meteoric showers.

Colonel Parsons, of Cleveland, was in the city Tuesday, and he is as vigorous and impressive as ever in spite of the three score years and odd. Evidently the Colonel's legislative experience and his extensive knowledge of Congressional tactics, has but added lustre to his many brilliant attainments.

The Baker & Huyck concentric piston engine, being built at the Frontier Iron & Brass Works, will be finished this week. Mr. Roberts, the managing partner of the firm, says that the engine will develop 120 horse-power, with 100 pounds of steam, making 300 revolutions per minute. The stand for this engine measures 5 feet 6 inches by 4 feet.

The Detroit Boat Works have most of the machinery in place at their new yards near the Belle Isle bridge, and are now moving their stock there. Four boats have been built for the new Michigan Central ferry steamer recently launched by the Cleveland Ship Building Company. It is worthy of notice that this firm has disposed of upwards of 300 of Clark's patent metallic life rafts during the season and the demand is still brisk.

The Dry Dock Sheet Metal Works are having an extensive addition built on to their present works. It will be L shaped, 50 feet by 100 feet and 20 feet by 50 feet, three story brick, and the basement will be used for handling and storing metal pipes, the first story for a sheet iron department, the second story for a copper smith shop and the third story for brass finishing. When the extension is completed, the firm will represent the largest works in the United States of this description.

Mr. Rentz, the superintendent, left here Monday with a party of skilled mechanics to fit the piping, etc., on the new boat built by the Cleveland Ship Building Co. recently.

At the yards of John Oades & Son, they have had Hubbell's dump scows in for repairs, the lighter Iosco for a new rudder and general repairs, and large derricks made to the order of the Eagle Iron Works Co. The barge Reindeer, after being laid up and stripped at this yard, has refitted and gone into service again to accomodate the new vessel now building there. The ways will be lengthened 31 feet.

Mr. Whittaker, the well-known vessel broker, left here Tuesday night for Cleveland via the lake.

The Detroit Dry Dock Company have had the tug Kittie Smoke in for a Hodge propeller wheel, Oscoda for fixing bearing, etc., the schooner George of Oswego for caulking, new hatch coamings, etc., the Canadian steambarge S. C. Clarke for calking, a new rudder and general repairs, the steambarge Rusby for a Hodge propeller wheel, the steambarge Reed for caulking, the propeller Chas. J. Kershaw for caulking and stopping a leak, which vessel received a hoisting engine and two pumps from the Eagle Iron Works, the steam yacht Romona having alterations to her machinery.

The superior sailing qualities of the rival yachts, Enright of Toledo, and the City of the Straits, will have to be decided in the future; much interest was felt in the late brush, and the competition ought not to be allowed to fizzle out.

The work on the new boat of the Detroit & Cleveland Steam Navigation Company being now fitted out at the yard of the Dry Dock Company, is being pushed rapidly toward completion, her engines are placed, and she will be entirely covered in towards the end of this week. Her paddle wheel shafts are alongside, and will be fitted without delay; the feathering floats for wheels are of oak timber, 8 feet long and 4 fee wide and 5 inches thick. There will be 12 floats on each wheel. The longitudinal iron girders fitted under the promenade deck are about ready and the top girders for the upper saloon deck are all in place. The hurricane deck is to have a hand rail so that passengers may be permitted to use the elevation, and during the summer excursions this deck is sure to be the most frequented, the extra strength and stability being applied to meet this important branch of the business. The pilot house and bridge are nearing completion, showing the officers' quarters as being large and commodious. The general opinion of all who have viewed this fine boat, is that her equal is not to be found on the chain of lakes.

CHICAGO, ILL.

Special to the Marine Record.

At the Miller Brother's shipyard, the tug Mosher was in dock for a new wheel. The tug Munson for fixing stern bearing. The schooner Z. Y. M. C. A. received a new center board. The schooner L. M. Mason a new cathead.

At the Chicago Drydock Company's the steambarge Fayette was in dock for repairs to her shoe and stern bearing and some calking.

The schooner Mediator in dry dock at Miller Brother's has been sold by Edward Skeell and Captain Oliver Swanson to John Rathbourn, just as she lays in Miller Brother's drydock, for $2,500. The repairs on her will cost about $4,000, which John Rathbourn will pay. The schooner Emerald in dock for some new plank and bottom calking. Schooner Comanche to have a leak stopped Steambarge Michael Groh for some new plank and re-ironing.

The Chicago Towing Company has laid up the tugs Ward and McClellan, and the V. O. T. Tug Company have laid up the tug Ferry for the season.

The Ancho Line have given notice that no west bound freight will be received at New York after November 20.

The tug Viva has been sold by Peter Salker and William Morgan to Louis J Larsen and Conner, for $1.900.

The tug A. A. Carpenter, of the V. O. T. line, when towing the schooner Alice into port, got under her head gear, and had her smoke stack and pilot house and steam pipes carried away.

All the boats of the Dall fleet are here. They are stowing away canvas.

Captain W. H. Wolf, of the ship building firm of Wolf & Davidson, was in Chicago yesterday. All his big steamers will be in winter quarters before Saturday.

Captain Discher, of the steambarge Fayette, was knocked down and robbed of his watch and chain on South Water street at noon yesday. The thief was caught and the property recovered.

A report from Escanaba Tuesday stated that the big schooner Northwest had gone ashore on Pilot Island reef at the entrance of Green Bay. The Northwest was in tow of the Raleigh. She was recently sold by the Egan-Fitzgerald syndicate to James Corrigan and others of Cleveland.

The propeller St. Louis collided with the schooner Moselle, tied up to her dock at Miller Brother's shipyard and damaged the latter's stern and rail.

All the tug companies have begun to lay up their tugs for the season. The year has fallen far below 1887 in profits. The companies have made money, but not enough of it to please them. At the beginning of the season rates were reduced 10 per cent below the tariff of last year. Owing to this and other causes, mainly the dull season, the aggregate receipts of the tug companies are estimated to have fallen off about 25 per cent. There is still a margin, however, for a fair dividend.

WILLIAMS.

The new bridge the Alton railroad has been building across the South Fork will be completed Sunday. The draws will then be dredged out and the troublesome piles removed. This was the spot where the F. L. Vance stuck for eighty hours and many other boats have had trouble.

In dredging the draws of Chicago avenue bridge at Chicago an old watermain was found in some fourteen feet of water. It had been this obstruction that had caused so much trouble to coal laden vessels going aground there for several seasons. It was removed.

David Vance, a Milwaukee vessel man, came to town yesterday and gathered in his election bets, which aggregated, according to different stories, all the way from $350 to $1,000. Vance was considered a soft mark by Democratic mariner before election. They had bet their Republican neighbors completely out and were disgruntled because they could not find further prey. Vance happened in town at this juncture and kindly accomodated a few of them.—*Chicago Tribune.*

A Chicago exchange says: A leading coal dealer gave a version of the situation in the lake coal freights which may have a serious effect toward an early close of navigation. He said the leading dealers here had all the coal they wanted some ten days ago, and hesitated about bringing more forward for fear of breaking the market if the winter proved a mild one. Then they talked of shutting off further receipts, but they were met at this point by another element in the circulation which changed their plans. If they stopped shipping freight rates would go to pieces, and a couple of firms with which the "ring" was at loggerheads would be enabled to get a big supply brought forward on a low freight, and would thus be in a position to cut prices from the start. As but a few weeks would elapse at the most before the close of navigation the "ring" dealers decided to maintain rates to the end, rather than give their competitors this advantage. They will have more coal on hand, of course, than they had desired, but all will be on equal footing. This has been the policy so far pursued, but it is impossible to tell how soon the conclusion will be reached to stop receipts when the close of navigation is so near at hand that the anti-ring dealers will not have time to do much before winter sets in.

SAND BEACH, MICH.

Special to the Marine Record.

The following craft sheltered here the last week ending Sunday, November 11:

9th. Forest City and one, Monteagle.

10th. Steamers City of Alpena, Roanoke, George King and two, Edwin S. Tice and two Fred McBrier and two, Miami and two, S. C. Clark and three, Benton and five, J. H. Devereux, Ogemaw and two, S. E. Curtis, B. W. Arnold, C. H. Green and two, Messenger and three, Henry J. Johnson, Anna Smith and one, A. A. Turner and three, H. D. Cofinberry and one, Iron Chief and one, Newburg, James Pickands, George Campbell, Joseph P. Farnan, W. P. Fessenden, W. L. Wetmore; tugs Gladiator, Kittie Smoke and one, Champion and one, Crusader, Fannie L. Baker and two; schooners Jessie, Adventure, Aunt Ruth, Flying Cloud, H. D. Root, C. C. Barnes, S. L. Watson, Aurora, E. R. Williams and S. Neelon. T.

MARINETTE, WIS.

The steamer Robert Noble of Sturgeon Bay was burned last Thursday on the Green Bay shore, ten miles north of here. The crew was saved.

MARITIME LAW.

United States District Court, Northern District of Michigan.

RULES OF THE ROAD—COLLISION OF SCHOONER WITH BARGE IN TOW OF STEAMER—SCHOONER BOUND TO LOOKOUT FOR HERSELF—SCHOONER CAST ADRIFT BY TUG—EXPERT TESTIMONY RELATIVE TO ARTICLE 24.—IMPORTANT QUALIFICATIONS RELATIVE TO A STEAMER WITH A LONG TOW.

In admiralty.

A propeller with five barges in tow bound down Lake Huron upon a course nearly south met a schooner bound up the lake with a free wind upon an opposite course. The schooner passed the propeler upon the port hand at a safe distance, but instead of keeping off as she might have done, suddenly put her helm hard down and endeavored to cut across the tow between the fourth and fifth barges. Held, that the schooner was solely in fault.

Where a schooner, sailing with a free wind, meets a propeller encumbered with a long tow, the duty of avoiding a collision does not devolve wholly upon the propeller. The schooner is also bound to look out for herself and take such p.ecautions as the circumstances seem to require.

This was a libel for collision between the barge Saginaw, then in tow of the propeller Missouri, and the schooner Marion W. Page, which occurred in Lake Huron off Lexington at about seven o'clock in the morning of October 20th, 1886. The libel averred in substance that the barge was the fourth of a tow of five vessels in tow of the propeller Missouri and bonnd down the lake on a course nearly south. That the schooner Page bound up the lake on a parallel opposite course with a free wind approached as if to pass on the port side, but after she had passed the Missouri, and when a short distance ahead of the Saginaw, she suddenly swung, as if under a starboard wheel, directly across the tow and struck the Saginaw, upon her port bow not far from the stem. The answer of the Missouri did not differ essentially from the libel in its statement of facts, but denied all the allegations of fault made against the propeller. The answer of the schooner Marion W. Page averred that she, together with the schooners John Kelderhouse, Newsboy and Arthur had just been cast off by the tug William A. Moore, and had shaped her course north by west up the lake with a free wind. That about half past six in the morning the Missouri was seen coming down the lake at a distance of three quarters of a mile, and bearing a point upon the barge's starboard bow; that the vessels continued on their respective courses until the Missouri suddenly, and when about two lengths off, hauled up and attempted to cross the Page's bow. "The Page, however, was kept steadily on her course until she approached the third barge of the Missouri's tow, when her wheel was ported sufficiently to clear the stern of this barge. After this had been done her wheel was put to starboard and the man on the third barge was called to to let go the line to the fourth barge. This, however, was not done and before the Page could swing sufficiently to clear the tow line she struck, and the fourth barge, which proved to be the Saginaw, came on without apparent change of course, struck the Page a heavy blow on her starboard side between the fore and main rigging, opening up her own bows and leaving her port anchor hanging on the Page's rail. From the time the Missouri and her tow were first sighted and until after they crossed the Page's bow, the latter was kept steadily on her course without variance, and after the Missouri had crossed the Page's course the time and distance were too short for the latter to avoid a collision with one or more barges in the Missouri's tow." The court was assisted upon the the argument by Commander Elmer, U. S. N., and Captain Thomas Hackett, nautical assessors.

Messrs. Moore & Canfield for the libelants.

Mr. J. W. Finney, for the propeller Missouri.

Messrs. C. E. Cramer and H. H. Swan for the Marion W. Page.

Brown, J.

We have found no difficulty in disposing of this case. The answer of the Page sets up an improbable state of facts and the testimony discloses quite a different, but an equally improbable defense, viz., that the tow was pursuing a south-westerly course down the lake and so much across the course of the Page that the latter was unable, even with a free wind to avoid coming into collision with the tow. Had this been the case we are by no means certain that we should have exonerated the schooner from fault. While the general rule is unquestioned that a steamer having vessels in tow is to be considered as a steam vessel and bound to keep out of the way of a sailing vessel, this rule is subject to important qualifications, and in fact is of little value where a propeller having four or five barges in tow meets a number of sailing vessels pursuing a different course with a free wind. In such case it is clear the sailing vessels are much better able to control their movements than the steamer, and it is but just that the duty of avoiding a collision should not rest wholly upon the latter. Such a case would seem to be an exceptional one and falling within the 24th rule of special circumstances, rendering a departure from the general rules necessary in order to avoid immediate danger. The Kingston by Sea. 3 W. Rob. 152. The La Plata Swabey 220. The Arthur Gordon Lush 270. The American Syrie L. R. 4 Ad. v Ec. 226. But in this case we are entirely satisfied that the tow was upon the usual course of south by east or south half east from Point aux Barques to the St. Clair river. It is true there is a great deal of conflicting testimony upon this point, and we cannot undertake to explain or reconcile the testimony of the different witnesses. Aside from the general rule that the witnesses upon a particular ship are to be believed with regard to her course and maneuvers in preference to an equal number of witnesses upon another ship testifying from appearance there is a strong probability that a steamer bound from one point to another will take the usual and shortest course between the two points, and in the absence of a showing of some good reason for a departure from the usual course, such as stress of weather, we feel ourselves safe in assuming that the usual course would be pursued. The Alberta 23 Fed. Rep. 807. Now, the uniform course from Point aux Barques to the St. Clair river is south half east or south by east, depending somewhat upon the d eflection of the compass or state of the wind, and when witnesses, who are not upon the tow, take the stand and testify that the course of the tow was southwest we have a very plain answer to their testimony. We simply do not believe them. It is utterly incredible to us that this tow, not having been driven easterly towards the center of Lake Huron by any stress of weather, and there being nothing to show that she had gotten off her proper course from Point aux Barques to Port Huron, should be sailing south southwest as she approached Lexington. Such a course would have carried her ashore in a very short time. We think then that we are bound to assume that the general course of this tow from the time she left Sand Beach until the Page hove in sight was south by east, and that the real question here is, what was the obligation of the Missouri when she made these four vessels? The testimony indicated that she first made them at a distance of seven or eight miles, too far off to render it incumbent upon her to take any steps to keep out of their way. After they had approached within two or three miles of each other two of these vessels appeared upon the port and two upon the starboard bow of the Missouri. It was evidently unsafe for the pilot of the Missouri at this point to port, because he would not only throw himself across the bows of the two vessels upon his starboard hand, but would endanger his running ashore. It was almost equally impossible for him to starboard without endangering a collision between his tow and the two vessels upon his port hand. He judged, and we think correctly, that as there was an opening between the vessels, his better plan was to port slightly and go between them. The two vessels upon his starboard hand kept their course and passed between him and the shore, The Kelderhouse instead of porting, as the master of the Missouri supposed she was going to do, starboarded and acting upon that hint the Missouri also starboarded a little and endeavored to make her way between the Kelderhouse and the Page. Now, we think under these circumstances, the Page should have acted upon this intimation, and while she was not bound to make any decided change in her course, she was bound to consider the fact that the tug was coming down with a tow half a mile long, and should have looked out for herself to a certain extent and kept away from the tow, as with a free wind she might easily have done. We think if she had used ordinary care she might easily have avoided the collision, without violating the well settled rules of navigation, but paying that regard to her own safety, which is obligatory upon every vessel meeting another, where any risk of collision is involved. The testimony shows that she passed within 1200 feet of the Missouri. We think it entirely clear that if she had kept her course, or if she had kept off, as she might easily have done at that distance, she having a lee way between herself and the Missouri of 1200 feet, she would have passed the entire tow in safety. The cause of the collision was the fickleness of the Page, or her apparent uncertainty with regard to what she ought to do. If she had fallen off as we think she could have done without difficulty, she would easily have avoided the collision. She appears, however, to havo allowed herself to get closer to the tow than was safe, and then being in peril, and perhaps in extremis she put her helm hard down and attempted to cut across the tow. That was a desperate maneuver, and one which could hardly have failed to result in disaster. The only excuse given for it is that the master was afraid that if she jibed she would take the masts out of her, but it is suggested to me by the experienced gentleman who have advised me in this case, that if she had dropped her after sails, or the peak of her mainsail, she might very easily have fallen off without jibing, and even if she had jibed, it would not have injured her masts or yards. It seemed to me from the first that there could be but one result to this case, and I see no reason to change my mind in that regard.

An order will be entered adjudging the schooner Marion W. Page solely in fault for this collision, and referring it to a commissioner to assess the damages. The libel as against the propeller Missouri will be dismissed with costs.

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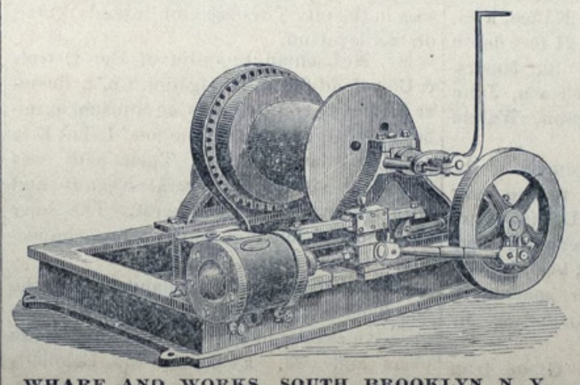
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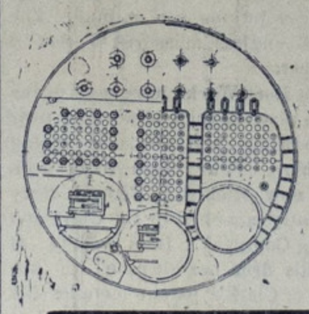

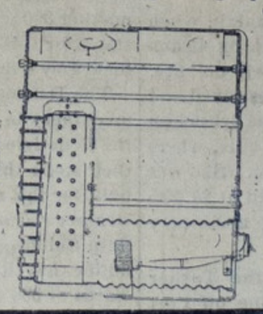

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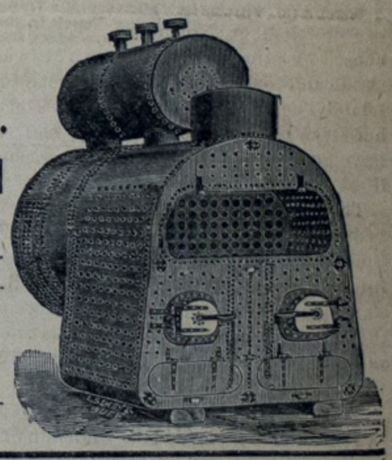

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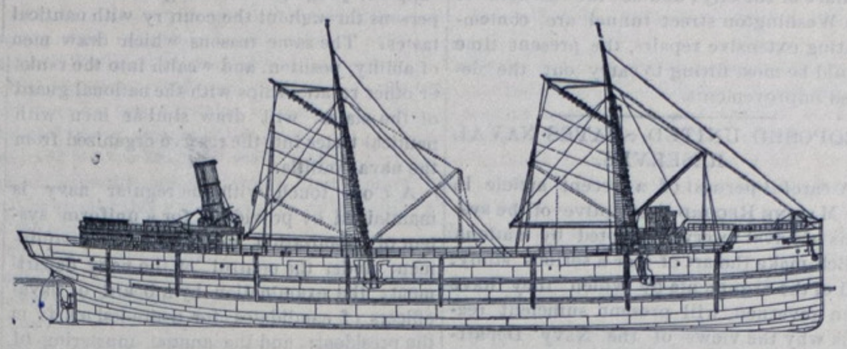

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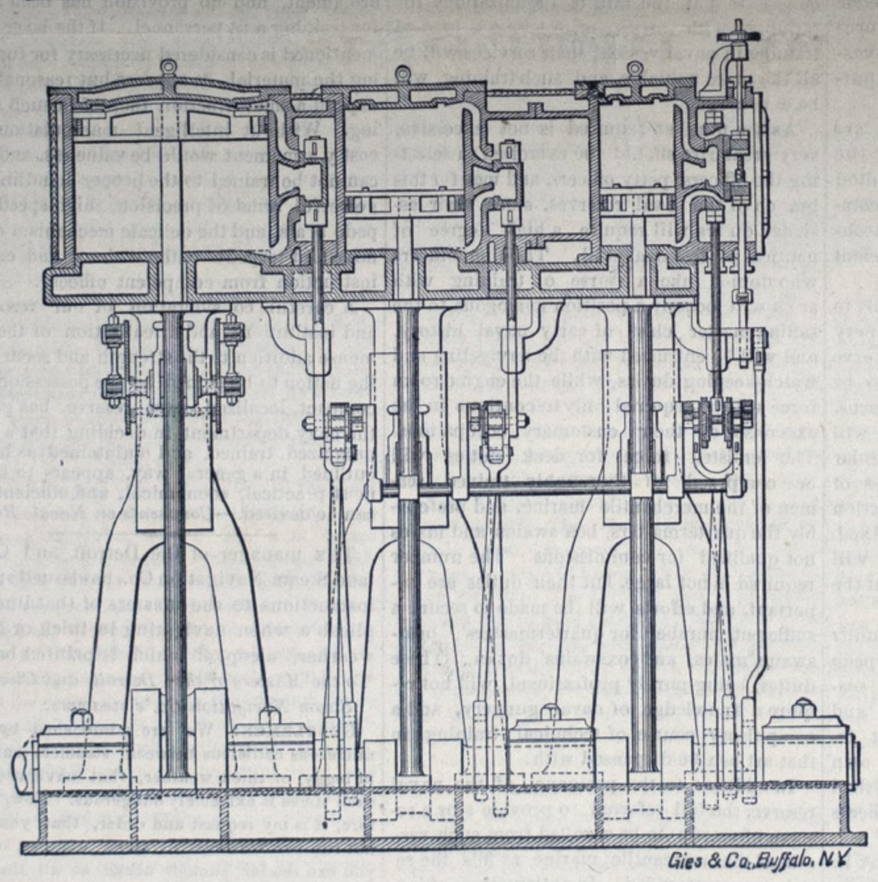

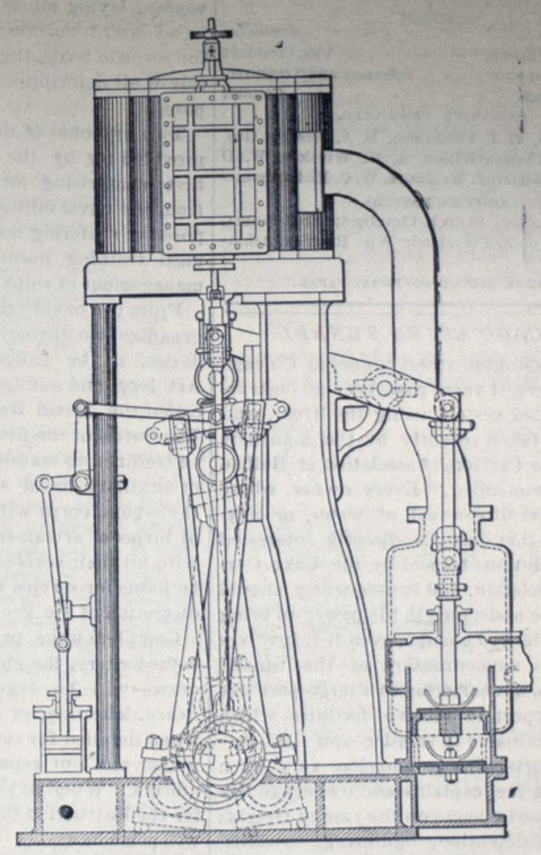

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MARINE RECORD—OFFICIAL PAPER.

CHICAGO RIVER TUNNEL.

The Washington street tunnel at Chicago has, for several years past, been an obstruction to loaded vessels using the river, and the action taken recently by the managers of the Lake Carriers' Association at Buffalo is to be commended. Every owner, whose vessel draws fifteen feet of water, or anything over that draft, is directly interested in the resolutions framed by the Lake Carriers' Association, and consequently should give all the assistance in his power to bring about the desired change, even if it involves a complete reconstruction of the tunnel. All vessels on chartering to a large port like Chicago expect to receive facilities which are not obtainable in smaller and less frequented ports, this assumption very often influencing the captains and owners to accept a limited margin on the rate of freight; whereas, if detention, lightering, towbills, and other expenses are liable to accrue, a more liberal rate of freight would be required from merchants and shippers. Small ports hail with pleasure the advent of extra tonnage, and endeavor to facilitate the business, interests of the vessels, who bring trade and influence to their town. The citizens of Chicago recognized these valuable points and have endeavored in the past to give their marine trade all due attention with every possible convenience so as to keep pace with the immense growth of the landed interests, knowing full well that the fact of Chicago being a lake port was the origin, and the standard of the city's increasing industries. Hence the commercial demand for large tonnage, and quick despatch mean a smaller margin of profits to the men that build and equip the finer class of vessels, and who are obliged to compete with the railroad service in the transportation of freight around the chain of lakes, having secured this large class of boats. The municipal authorities ought to take immediate steps toward improving the harbors and rivers so as to accommodate them.

We hope that Chicago, at least, will undertake to facilitate the important interests involved by placing the contract at an early date for lowering the Washington street tunnel so that a sufficient depth may be gained to permit the passage of the largest vessel on the chain of lakes, leaving a foot or two of water to spare under the keel, so that vessels would have every chance. We would suggest that the roof of the tunnel be lowered so as to leave clear twenty feet when dredged at any time in the future, thereby benefiting not only the vessel interests but the city at large, and commerce generally. As one of these large steamers carry the freight of several small vessels, the traffic of the city would be less interfered with, if this class of vessels could use the port to advantage, and a practical consideration of this sort should carry a weight with the corporate body, who are empowered to enact laws and ordinances for the welfare of the city; and as the owners of the Washington street tunnel are contemplating extensive repairs, the present time would be most fitting to carry out the desired improvements.

PROPOSED UNITED STATES NAVAL RESERVES.

A careful perusal of a recent article in the MARINE RECORD descriptive of the systems of naval reserves, adopted by nations which make the art of war a serious study, and of the arguments by which they have been governed, will present sufficient reasons why the views of the Navy Department coincide in general with the provisions of the bill introduced by Mr. Whitthorne and now pending in Congress. The most important features of the bill are the establishment of the right of the Government to the services of a certain portion of its citizens for duty in the navy in the event of war, and the provision for organizing and instructing a part of this available force in the duties they would then be called upon to perform.

The organizations provided for are voluntary and largely self-supporting and self-instructing. They are to be aided by money grants from the government in the shape of pay and allowances during the annual drills; by the transfer of such materiel as can be spared from the navy, and by the details of officers and petty officers of the regular navy to direct the training, and care for the government property. This force would be available for sea service on national naval vessels, if called upon, and for furnishing the combatant complement of auxiliary mercantile cruisers when armed for war service. In a comprehensive scheme of coast defense its additional duty would be to protect the coasts and harbors by manning coast and local defense vessels, laying mines, manipulating electric lights, and furnishing the combatant force for torpedo boats, tugs, and auxiliary vessels of all descriptions utilized for war purposes.

Two branches of the naval reserves are provided for by the Whitthorne bill, the first comprising organizations recruited from the naval militia, and the second composed of seafaring men possessing the technical training necessary for the efficient management of ships and engines.

From the naval militia it is proposed to organize two distinct corps, one for gunnery duties, to be called the Naval Reserve Artillery, and one for torpedo work, to be called the Naval Reserve Torpedo Corps. The duties of the first-mentioned corps will be confined to manning the guns on regular or auxiliary naval vessels. The duties of the second corps will be the manipulation of torpedo armament, mobile and fixed, with all their accessories. Both corps will be liable for service wherever needed, at the discretion of the President.

Complete units, or tactical parts of units—the battery, the gun crew, and the torpedo crew—will be organized locally in seaboard, lake-side, or river-port towns; and when detailed for service will be kept together and not separated from their own officers. When naval vessels are furnished for the instruction of the units, naval officers will command.

The naval militia branch is placed first in importance because it is upon the coast defenders that the brunt of a maritime war would fall, and the men to bear the weight of a foreign naval attack should have the best system of organization, drill, and equipment that it is possible to give.

The organizations being local, the officers and men would have an intimate knowledge of the capabilities of their immediate neighborhood for offense and defense, and would be much more valuable at such a place than would a body of entirely strange seafaring men suddenly ordered to that service.

Owing to the desire of every man to have his own home in a condition of defense or state of preparation for war, the officers and men of the organized part of the naval militia could be trusted to instruct themselves as efficiently as the means placed at their disposal by the Government would allow.

Appropriations and voluntary subscriptions to maintain and properly equip such organizations may be reasonably expected from local governments or individuals whose moneyed interests they are intended to protect. As an always available, efficient land force, these organizations could be used in emergencies to re-enforce or replace the land militia. And, not least in importance, they would bring the navy into closer contact with the people, make it a living reality in many places where it is now but a name, disseminate a knowledge of the capabilities and needs of the service at places where the people who think at all about it imagine a naval officer's sole duty is to sail a ship, or point to the rapidity with which a fleet was improvised under abnormal circumstances a quarter of a century ago, forgetting the special service for which alone it was organized, and the complete absence of a naval opponent. Any interest taken in the organization, increase, and improvement of the auxiliary forces would naturally redound to the benefit of the parent service; and that such interest will be taken is reasonable to suppose, judging from the great number of persons throughout the country with nautical tastes. The same reasons which draw men of ability, position, and wealth into the ranks or other relationships with the national guard of the states, will draw similar men with nautical tastes into the reserve organized from the naval militia.

A close touch with the regular navy is maintained by providing for a uniform system of organization, instruction, and equipment under the control of the navy department; the examination by a board of naval officers of candidates for commissions from the president; and the annual mustering of the entire force into the service of the United States for a period of training on board ship or in batteries, during which time it would be an integral part of the navy, with rank, pay, and privileges, and subject to the same regulations as officers and men of the regular service.

To supply the nautical experience necessary to complete the complements of auxiliary vessels, and, if necessary to supplement the regular force, the second branch is provided for. It will be known as the navigating naval reserve, and is to be composed of masters, mates, engineers, petty officers, seamen, and firemen of vessels of the mercantile marine and volunteers from any of the classes enrolled in naval militia who may be found, by a board of naval officers, to be physically and professionally qualified, and who are citizens of the United States. These men will be enrolled in grades and ratings corresponding to those of the navy for which they may be qualified. They will not be required to attend drills, and will be subject only to annual examination by authorized officers to ascertain their continued fitness for duty, in consideration of which they will receive an annual retaining fee, and will have the privilege of rank and uniform, subject to conditions. If any of this class choose to join the militia organizations for training with arms, or to take a course of training in naval vessels, their services will be all the more valuable, and such training will be encouraged.

As the number required is not excessive, very great care should be exercised in selecting the officers, petty officers, and men for this branch of the naval reserves, since their assigned duties will require a high degree of nautical professional skill. The line officers who do not take a course of training with arms will occupy a position analogous to the sailing-master class of early naval history, and will be entrusted with the navigating and watch-keeping duties, while the engine-room force will be required only to continue in the excercise of their customary occupations. The enlisted force for deck duties will be composed of thoroughly trained seamen of the merchantile marine, and preferably the quartermasters, boatswains, and mates not qualified for commissions. The number required is not large, but their duties are important, and efforts will be made to secure a sufficient number for quartermasters', boatswains' mates, and coxswains' duties. These duties, being purely professional, will not require a knowledge of naval gunnery, and a compulsory course of technical training in that art can be dispensed with.

In addition to the personnel of the naval reserve, the bill referred to provides for a reserve of vessels, to be enrolled from such vessels of the mercantile marine as fills the requirements provided. In anticipation of legislation of this character, a system of inspection of merchant steamers by naval officers has been inaugurated, as a result of which there are already classed at the navy department, on the auxiliary navy list, a number of vessels suitable for cruisers, transports, dispatch, torpedo, and gun vessels, with accurate data as to their capabilities. The bill also provides that provisional contracts may be made with the owners of suitable vessels for a term of years, by which the owners hold them subject to call of the government, at a fixed price for sale or charter The scheme contemplated that the fittings for mounting the guns shall be placed on such vessels as are to be armed, that the guns themselves shall be stored at convenient places, or placed in charge of the local battery of the naval reserve artillery, and that the plans for all necessary alterations shall be carefully drawn up and filed with responsible firms under provisional contracts.

To each vessel a proper assignment of the naval reserve forces will be made, efforts being directed towards retaining the officers and men, for both deck and engine-room duties, of the navigating naval reserve who are already serving on the vessel; also to assign the units of the naval militia organizations to vessels owned or fitted out in the port where such organizations may be recruited.

With such a system as this the government in case of an emergency will have but to notify the selected steamers to proceed to their ports of fitting out; the contractors for alteration may at once take in hand the work with which they have familiarized themselves; the navigating naval reserve complement can, if necessary, be made complete, the guns stored or in charge of the local naval reserve artillery battery be hoisted in, the battery take up its quarters on board, and in a very few days the ship could take to the sea or assume her assigned duties, efficiently manned, armed, and equipped, and backed by the strong feeling of local pride and interest that would be sure to follow her fortunes.

The scheme outlined is in accordance with the traditions and policy of this nation. It proposes no increase in the personnel of the regular navy, but places the main reliance for increased naval strength on an organized sea militia, the localities most interested in the efficiency of such organizations bearing a great part of the expense and labor of their maintenance.

Incidentally encouragement is given to the ship building and ship-owning interests, and incentives are extended to the seafaring classes for improvement in their callings.

The scheme is comprehensive in that it provides for an expansion equal to any possible needs, and definitely assigns each unit of the proposed organizations to duties to be performed in time of war.

It is economical in that it will place at the disposal of the government a strong, well-trained naval force, second to none in the composition of its personnel, and will render a fleet of steamships, built by private enterprise and maintained in ordinary trade in time of peace, immediately available for auxiliary naval service on the outbreak of war, the cost to the government being but nominal in view of the great national value of possessing such a reserve force of men and ships.

If the number of trained men exceeds the force required to supplement the regular naval strength and man the auxiliary vessels, the surplus becomes available for manning the shore defenses or for other duties assigned by the president. The board of fortifications, appointed under act of congress of March 3, 1885, in its report recommends an expenditure of $126,377,800, of which $37,965,800 is for guns and mountings, $14,054,000 for torpedo defense, $18,875,000 for five coast defense vessels, and the remainder for the necessary earth, masonary, and armor for gun emplacements. No force exists for manning this armament, and no provision has been made for training a fit personnel. If the large sum mentioned is considered necessary for furnishing the material, it appears but reasonable to expend a small fraction thereof in such training. Without intelligent manipulation the costly armament would be valueless, and men can not be trained to the proper handling of powerful arms of precision, high-speed torpedo boats, and the delicate mechanism of the mine and torpedo without long and careful instruction from competent officers.

A careful consideration of our resources and institutions and a realization of the immense addition to the strength and security of the nation to be gained by the possession of a compact, localized, naval reserve, has guided the navy department in deciding that a force organized, trained, and maintained as herein outlined in a general way, appears to be the most practical, economical, and efficient that can be devised.—*Comments on Naval Report.*

THE manager of the Detroit and Cleveland Steam Navigation Co., has issued special instructions to the masters of that line applicable when navigating in thick or foggy weather, a copy of which is printed below:

To the Masters of the Detroit and Cleveland Steam Navigation Co.'s steamers:

GENTLEMEN: We are admonshed by the numerous collisions between steamers running in foggy, or thick weather, that navigating at such times is extremely dangerous. Now, therefore, it is my request and order, that you shall not run our steamers in thick weather, unless you can see far enough ahead at all times to avoid collisions or other dangers incident thereto. There may be cases when you know you are near a port, and which you could reach by proceeding very slowly and carefully, by using the lead, etc., when this rule might be deviated, or, in case of being on a dangerous coast, or place, where your steamer is in danger, when you will be expected to exercise your own best judgement. I know you are all running on schedule time, and it is your ambition to keep on it. But I would rather you would be behind time, than have you peril our steamers and the lives of passengers on board.

These instructions may be considered invaluable to seamen having charge of lives and property on the lakes, for, besides influencing the masters to a degree of carefulness, they have the direct authority to exercise their discretion and seamanlike qualities in all cases of emergency, while instead of receiving a sneering allusion to a protracted though arduous passage, they may now enjoy the moral support of the owners of the vessel. There would be less danger and fewer accidents if rules such as the above were in more general use and in the interest of safety to life and property. We heartily commend these regulations to the lake marine.

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MARINE RECORD—OFFICIAL PAPER.

FORE AND AFT.

The schooner F. A. Georger is laid up at Detroit.

Most of the Chicago lumber fleet is expected to lay up this week.

A $50,000 fishing company is applying for Quebec incorporation.

The Welland canal is to be open all day Sundays during the remainder of the season.

The schooner William Home of Detroit will undergo $1,500 worth of repairs at Cheboygan.

Two more boats and the L. M. and L. Transportation Company's season is at an end. It has not been an overly prosperous one.

It is said that the Susquehanna mishap cost the Anchor line, loss of time included, fully $25,000.

Charles Keegan, mate of the steamer Riverside, has been succeeded by Gus Blinkey, of Wyandotte.

The lake death record in October shows up a total of 28—drowned, 19; natural cau 4; accidental, 5.

It is expected that the contract for the Canadian Sault ste. Marie canal will be awarded this week.

Five steamers, ten schooners, and one barge changed hands in October. The capital invested is $125,400.

The barge C. W. Chamberlain, light, for Collins' Inlet, went aground at the Neebish. Assistance has been sent to her.

Captain Mike Driscoll, Chicago, will have his tug, the John Torrent, coppered and put in shape for active winter service.

The complaint comes from Milwaukee that while other shipbuilding ports are to be busy this winter the yards there are idle.

The propeller R. Mills made the run from Buffalo to Duluth in three days and seventeen hours last week, the shortest on record.

An elevator and a gang of shovellers arrived at Prescott Wednesday to unload grain barges detained by the break in the Cornwall canal.

On Saturday the Milwaukee schooner Moonlight reached Chicago, having made the run from Port Huron in less than three days.

The schooner L. Seaton; totally wrecked at Port Elgin, Ont., was built at Henderson, N. Y., in 1872, and was valued at $6,500; she was 232 tons burden.

The water will be let into Conwall canal Tuesday. Some dredging will have to be done, but it is thought the canal will be opened on Thursday.

The old steam tug Seth Low, in which many New York fishermen have voyaged to the Cholera Banks, was burned a few days ago near Jacksonville, Fla.

Certain lake lines at Chicago profess to be willing to leave the river and locate on the lake front. The losses have been very heavy from grounding there this season.

Captain D. A. McLachlin will, next season, have command of the magnificent new palace steamer, City of Detroit, which will replace the old City of Detroit, on the Detroit and Cleveland line.

Captain Davis says the weather is very much against the finishing of the drydock at the end of Wellington street, Amherstburg, but with a few fair days he will be able to lay the keel blocks

It is said that Captain Alexander McDougall of Duluth, Minn., will have built at Wilmington, Del., a cigar shaped grain boat to carry 25,000 bushels of wheat. The vessel will be entirely closed.

The propeller Chemung left Chicago last Thursday in a gale that kept all ordinary vessels in port, and made the Straits in a little over 26 hours, with a head wind all the way.

It is reported at Chicago that leading coal receivers are actually ordering more coal by lake than they want, just because there are one or two who are not fully supplied and would get lower rates by the shutting off of the general shipments.

The Cunard steamer Nantez came into collision with the German ship Theodore Ruzer off Lizard Point. Both vessels sank. Part of the Ruzer's crew were saved. The fate of the remainder and the entire crew of the Nantez is as yet unknown.

During October five steam craft aggregating 953 tons, valuation $42,500; nine schoon-

ers and barges, 2,933 tons, valuation $53,000, passed out of existence; total, 3,876 tons, value $95,500. The low valuation indicates a very small craft in each case.

Vessel men claim that a green shade on the light of the inshore crib at Chicago would be of great value as an aid in entering the harbor at night. As the lights now burn there is nothing to aid in making an entrance.

The contract for the construction of the Sault ste Marie canal has been awarded to Hugh and John Ryan, of Toronto and Brockville. Associated with them is M. J. Hancy & Co., of Watertown, N. Y. The amount of the contract is $1,200,000.

Leathem & Smith, of Sturgeon Bay, have purchased from the Kirby Carpenter company a 22 by 22 engine to replace the one now in the steam schooner Pewaukee. The latter is to be hauled out during the winter for reconstruction and conversion into a full fledged steamer.

A sailor named Johnson was lost overboard from the schooner McLaren, off Cheboygan, Mich., Thursday afternoon of last week. in a stiff breeze. He was stowing the main topsail when he slipped and fell, striking the rail, and was smashed to pieces before he bounded into the water.

The wrecking steamer Don M. Dickinson burned at Detroit Sunday, was covered by fire policies for $8,000, which was about her value. She was an old salt water boat and was the first to pass the enlarged Welland canal. She was of iron with wooden upper works.

J. C. and R. L. Weir, of Montreal, are building a new steel steamer of 950 tons register at Montreal, to ply next season between that city and Kingston, via Ottawa. It will cost some $20,000, and will be in command of Captain J. H. Hall, formerly of the steamer Ida. The boat will carry passengers and freight.

The fact that there is no way of quickly communicating from Hancock, Portage lake, with the life saving crew at the head of the Lake Superior ship canal, several m le distant, has caused a great deal of trouble and added, in some cases, to the human life was already in. Leopold & Austrian, of Chicago, now offer to pay one-third the cost of a telephone line between the points named, and it is hoped Ward's line and the Lake Superior Transit Company will also contribute.

The schooner E. D. Barker was not rescued from Spider Island as reported. An expedition which left Sturgeon Bay returned with an unfavorable report concerning the craft. It was found that heavy seas had thrown her upon another part of the reef and left her lying upon her side. Her decks were torn loose and her cabin and all the after part of the vessel were gone. The tug Nelson attempted to move her, but was unable to do so and it was decided to abandon her as being worth no further effort. The schooner will no doubt go entirely to pieces during the winter.

CAPTAIN W. J. HUTTON, writing to the *Seaboard* says: "I have read your interview with Hon. Isaac L. Fisher, in reference to sailing vessels carrying a bright light over their taffrail, with pleasure. It is something that ought to have been done long ago. I have agitated the same thing for the past 20 years, and have not heard any sound argument against it. Some said it would confound with the anchor light. The law at present requires small boats to carry a white light two feet above the rail, and that light never confuses pilots when it is up. No pilot is going to run over a light where he can see it but there is scarcely a night but there are some narrow escapes, especially with the small oyster boats. When a steamboat is coming up astern of them the law requires that they should show a flash or torch light, but I don't think you could find two on all the sailing vessels on the Hudson river. I can assure you that every pilot in the harbor will give him their hearty support for the adoption of such a bill, and if he gets up a petition, I am sure that every pilot in the harbor will sign it.

THE following, extracted from the charter of the American Brotherhood o steamboa pilots, defines the character and object of the organization in plain terms. "The particular business objects for which said societies are formed as follows: To establish a higher standard of proficiency and responsibility among the members of our calling, extend their privileges and immunities, promote fraternity and brotherhood by social intercourse, and secure courtesy and consideration in active duty; to distinguish the efficient and detect the incapable and unworthy, to ascertain the qualifications of applicants for licenses or renewals thereof, and thereby more effectually to combine and promote the welfare of steamboat pilots, elevating their dignity as such and their character as men; to assist distressed brethren, provide for them while sick, and bury them when dead; and to do and perform such other benevolent and charitable acts as may be specified and prescribed in the constitution and by-laws of the said "harbor" or society.

The barge Wyandotte, lumber laden, has arrived at East Tawas waterlogged.

[*Around the Lakes Continued from 1st Page.*]

MILWAUKEE.

Special to the Marine Record.

The propeller Susquehanna got away on the 11th with a full load. When the rudder arrived it was found that the stock was not straight and in forcing it to the proper position a weld was started, necessitating a further delay. This accident has been an expensive one to the Anchor line company.

The large fleet that has been wind bound for several days got away Saturday and Sunday and the bay presented an animated appearance for a time. There will be quite a rush at Escanaba when they all get there, as in addition to the fleet here, there was quite a number from Chicago and other ports.

The propeller Buffalo gave the tug Hagerman such asqueeze last week that she will be unable to do anything but harbor work the rest of this season. Her machinery will probably be put in a new hull this winter.

The ship yards are very dull just now and no contracts have or will be taken although some boats may be built for sale.

The steamer G. H. Dyer carries well, having on 2464 gross tons of ore on her maiden trip on 14 feet 9 forward and 15 feet 3 inches aft. Her average time was nine miles per hour.

Mr. E. Buckley and others are figuring on building a steambarge of 450,000 capacity for themselves. The contracts have not been let as yet.

The schooner Ishpeming slipped her anchors in the bay during the storm and has not been able to find them yet. The schooner D. S. Austin slipped hers also but they were recovered later on.

Sheriffs are building a marine engine, Scotch boiler and all necessary fillings to be put in a lumber barge building in Florida. She will trade on what is known as the Inland route in that part of the country. Messrs. Waterbury & Sons are the owners.

The barge Butters broke her wheel on the 13th and she will receive a new one at Sheriffs. Sheriffs Bros. have shipped two 5 feet wheels for the tug Santa Fe of San Diego, Cal. and have other orders on hand.

Since the elections have been decided business takes a brighter look and the prospects are good for a busy year. J.

For some time past captains of steamers and sail vessels, as well as of the Milwaukee harbor tugs, have been puzzled to locate a powerful electric light which greeted their vision nightly from the bluff in the neighborhood of Isenring's resort at Whitefish Bay. It turns out to be the light erected on the west side water works tower at the corner of Tenth and North streets, a long distance inland. Recently a vessel captain informed the Wisconsin reporter that on a clear night he saw the reflection of this light below Port Washington, and when abreast of that point it became plainly visible. In time it will become established as a landmark among mariners, and serve to notify them of their approach to Milwaukee from midlake, after having experienced thick or heavy weather.

The tug Hagerman in taking a line from the propeller Buffalo Friday morning was pinched between the Buffalo and the north pier, with such force as to collapse her sides, unfitting her for outside work.

The steamer City of Milwaukee runs across Lake Michigan, in connection with the D. & M. railroad. C. L. Barron, formerly of the steamer Dove while on the Amherstburg route, and afterwards on the steamer Pearl for a number of years, is chief engineer of the City of Milwaukee and has been for the last two years.

ESCANABA.

After forty-two years of service on the great lakes the barge Banner is now scattered along the beach near Fish Point. She went ashore late Thursday afternoon in the northeast gale. It was soon evident that she had made her last trip, as the great seas rolled over her. The captain had his wife on board and a crew of five sailors, and their position was perilous. Without knowing how soon the old boat would go to pieces they were driven into the rigging, where the captain lashed his wife and then himself. Night came on, and with it the gale increased, but at last help came. A number of local seamen manned a yawlboat and went to the rescue. After much difficulty all the people were taken off the wreck, which soon afterward began to break up. The Banner was owned by Captain Webb, of Mount Clemens, Mich., and was valued at $2,500. She had a small cargo of lath and shingles. There was no insurance on vessel and cargo.

MARQUETTE.

Lake shipments of ore continue to show a gain over the record of last year. Shipped during the week ending Wednesday, November 7: 136,528 gross tons of ore, of which 18,939 tons went forward from Marquette, 3,143 tons from St. Ignace, 70,781 from Escanaba, 18,182 from Ashland and 25,283 from Two Harbors. For the corresponding week last year, shipments were 123,166 tons; total lake shipments to date are 4,279,227 tons, as compared with 4,152,899 tons at the corresponding date last year. By ranges the shipments are as follows: Marquette range, 1,661,153; Gogebec range, 1,172,589; Menominee range, 1,036,666; Vermillion range, 408,819.

OTTAWA, ONT.

The government has been informed that the repairs on the Cornwall Canal are progressing satisfactorily, and that there is a good prospect of resuming navigation within three days.

CHEBOYGAN, MICH.

It is reported here that a steamer ran ashore near Waugoshance, but nothing further is known, and it is probably false. All steamers and vessels that were sheltered here left the harbor Sunday.

TOLEDO, OHIO.

Special to the Marine Record.

The W. H. Rounds has gone into winter quarters at the Salt Shed slip near No. 5 elevator and the P. B. Locke in Swan creek above Lafayette street bridge. The Arthur, Captain M. Enright's vessels is laid up in Ogdensburg with a load of grain in her.

The Pathfinder on Monday towed the C. H. Burton and General Franz Siegel to Lorain, where they go into winter quarters.

A petition was introduced before the city council Monday evening, asking that Swan creek be dredged out to a uniform depth of thirteen feet. It is very probable that this petition will be granted as a great deal of trouble has been experienced this summer by vessels getting on the bottom in that important water way.

Gilmore's dry dock will be lengthened in order to get the Oscar Townsend in, to rebuild her.

Marine business at this port is gradually drawing to a close, indicating an early close of navigation. While not so profitable as last season, everybody seems very well satisfied. At this port there has been a notable increase in the ore and coal trades, especially the former. A large ore trade is expected next season, as it is rumored, on good foundation, that a blast furnace will be erected this winter near the rolling mill, on the east side.

The tug L. Birckhead, Captain F. Harmon, leaves the Association the 15th inst., to work for her owners Dewey & Co. in the fish business.

The tug Jos. S. Spinney's new steel boiler, built by M. Riter of Buffalo, has arrived and will be put in immediately. It is to be allowed 140 ponnds steam and will make the Spinney the best boat of her inches at the head of the lake. Her hull was thoroughly rebuilt last winter, and her engine is in first class condition. Gentlemen, now look out for the Spinney and jolly Captain Jack Dunseith.

The race between the Enright, of Toledo, and the City of the Straits, of Detroit, for $250 a side was declared off, not being sailed within the required time. The captain of the Enright was Kid Wilds, and of the City of the Straits Alexander McLeod. The course to be sailed was fifteen miles off Turtle light to the leeward and return. The breeze at the outset was favorable, but shortly afterward died away, freshening again in an aggravating manner, first to benefit one boat and then of the other. The time of starting was 10:49. The judges were: Judge A. P. Crane, of Toledo; Captain Joe Nicholson, of Detroit, and Commodore Whitney, of Detroit The boats will probably try it again to-morrow. When the six hours expired the boats were picked up by a tug ten miles from the Michigan shore.

It is stated by people who know, or ought to know, that if the council adopt the resolution asking that Swan creek be deepened to thirteen feet, S. C. Schenk will remove his lower coal schutes to a point on the east side of the creek below the Narrow Gauge railroad bridge, just across from the work house. The reason given for this, is that the natural gas has ruined the local trade, and by going up the creek, he can ship coal on the Clover Leaf railroad, formerly the Narrow Guage, to points in the west that cannot be reached by the Wabash railroad, all coal at the upper schutes being shipped by the latter road. C. O. D.

MANISTIQUE, MICH.

The steambarge H. S. Hubbell was burned off Point au Barques, about twenty-five miles south of this place, at 5 o'clock yesterday morning. The vessel was light, and was moving along to the north at good speed, and with one watch of the crew asleep, when a kerosene lamp in the cook's galley exploded, scattering the blazing oil in all directions. The alarm was at once given, but the stiff breeze blowing at the time spread the fire very fast and forced the men quickly in the boats, while the vessel drifted on her way in a blaze from end to end. The steamer New Orleans picked up the crew of the burned vessel. The Hubbell was owned by Captain Flood, her commander and the John Spry lumber Co. of Chicago. She was valued at about $36, 000. The Hubbell was a profitable boat and was in good condition. She was built at Lorain in '82. She was insured as follows: Marine Louisville Underwriters, $5,000; Western of Canada, $5,000; Commercial Union, $5,700 total, $15,700; fire, Commercial Union, $7,500; Exchange Insurance Company, $7,000; total fire $14,500; total fire and marine $30,200.

SANDUSKY OHIO.

Mr. W. D. Crane, who is figuring on building the Sandusky, Coshocton & Ashland railroad, has arrived here from the east. He says that he has placed with an eastern trust company a large amount of the bonds of the company and that work on the line will be commenced at an early day and pushed vigorously to completion. Confidence in the project is in a measure restored, and it now begins to look as though the road would b The ship yard and steamboat project, have, however, been about given up by the majority of our citizens.

CONNEAUT, OHIO.

Conneaut, near the eastern border of Ohio, may be actively engaged in the lake shipping business next season. The place has had a good harbor which has been of very little use to it. A syndicate of Pittsburg capitalists now propose to improve the harbor and shorten its railway connection with Pittsburg, thus opening up another port for receiving ore and shipping coal. The new rail necessary to make up the desired connection would be short, as the capitalists interested in the deal are in control of a road running from Butler, Pa., to Pittsburg and there would be no trouble in securing the right of transfer over the Lake Shore or Nickle Plate to with in a short distance of Butler. It is said that contracts have been let for the general harbor works and for the consiruction of docks at Conneaut. It is certain that in this respect Conneaut has an advantage in distance over all other Ohio ports as regards this trade and it is a wonder that the port has not had its share of the business long ago.

BUFFALO.

The schooner F. B. Gardner is in dry-dock for extensive repairs, which will include a new stern and steel arches. She will receive about $3,500 worth of new work. This closes the season for her.

Vessel-owners are busy figuring on the problem of another round trip or a trip and a half before tying up. Lumber vessels will go into winter quarters early, as loads are fast giving out. Coal and package freight are the leading staples here. There has been no previous season to compare with them.

The propeller Northern King arrived Tuesday with wheat and flour from Superior. She was out in the storm on Lake Huron and made considerable water. Captain Brown filed a protest. She will begin unloading wheat in the morning.

The water was so low in the harbor last Saturday that the propeller Lackawanna, bound out, was brought up the creek and through Main street slip to the Blackwell rather than try the shoal at the Watson elevator in the creek. Experts say that blasting out the hardpan there is all that will deepen the water.

There schooner Anna P. Grover arrived from Toronto in tow of a Canada tug, and went into dry-dock for repairs. She suffered severely in a gale lately.

Wheat from Duluth to Buffalo 5c, is equal to ore rates from Ashland. There is a good demand for coal tonnage at Buffalo at unchanged rates.

On the Canada side of the lakes, extending from Montreal to Port Arthur, there are 143 sidewheel steamers, 287 propellers and tugs, and 273 schooners and barges, a total of 804, owned by 464 individuals or firms.

The Wheeler elevator at Buffalo N. Y., partially burned Monday morning. Loss about $200,000.

The cost of the rebuild of the propeller Osceola figures up $37.000, including wrecking supplies.

The schooner Skylark arrived at Buffalo Sunday with wheat and appears to have received a good shaking up. She lost her bulwarks and foreboom and had some of her sails split. It is not known whether her cargo is injured or not.

SAULT STE MARIE, MICH.

The steambarge Baldwin, with consorts, lumber laden for Skilligalee, Whitney & Barnes, of this city, met with an accident Thursday morning, while passing through Sault Ste. Marie, in which the cylinder head was blown out, and Jerry Ranney, second engineer, was scalded to death. John Ranney, first engineer, and Frank Bailey steward, were slightly scalded, and Chas Dissel fireman had his arms and breast badly scalded. All the injured parties were residents of Ogdensburg.

DULUTH, MINN.

Incoming vessels from the lower lakes and north shore of Lake Superior report a heavy sea and blinding snowstorm, and several vessels are overdue.

OSCODO, MICH.

The barge Banner went ashore Thursday in a gale. A yawl manned by townspeople saved the crew.

A Norwegian engineer Herr Th. Thorbjornsen of Kragero, has constructed an apparatus for discovering leaks in ships. The apparatus is very simple, consisting of a closed furnace, which is placed on the deck of the vessel, and in which smoke is produced by burning straw and bramble. The hatches having been closed, the smoke is forced into the hold by means of a blower and a tube, and in the course of half an hour or an hour the smoke will escape through any leak there may be in the vessel's sides or bottom. Of course the vessel must be in a dry-dock. At a recent experiment at Gottenburg, a leakage which had previously defied detection, was discovered in half an hour by the help of the apparatus. The time generally occupied in discovering a leak is estimated at from thirty to forty minutes in a vessel of 500 tons, and the cost of the experiment 4d. per ton.—Iron [London.]

A return of the total of vessels belonging to the United States in June, 1887, shows that there were engaged in the foreign trade 989,412 tons. the smallest for the past 20 years; while in the coasting trade 3,010,635 tons were employed the largest amount during the same period. This is obviously due to the American protective system. American ships are unable to compete with those built in other countries: but in the coasting trade, which is restricted to American vessels the natural increase of trade causes an increase in tonnage. Besides the tonnage we have mentioned, there are vessels to the amount of 26,151 tons in the whale fishery, and 79,547 tons engaged in cod fishing.

The state department at Washington will soon send to David H. Salas, of Venezuela a handsome silver cup bearing the following inscription: "Presented by the president of the United States of America to David H. Salas, in recognition of his humanity and generosity in rescuing and subsisting the crew of the American schooner Cohannet, wrecked near Cumana, Venezuela, in 1877." Mr. Salas is a wealthy man and for a long time entertained the crew of the Cohannet at a cost of several thousand dollars, which he would not let this government repay. The cup to be sent him is very valuable and is handsomely carved.

LAKE FREIGHTS.

Transactions in lake freights embraced a few more charters for ore, but a large proportion of the ore shippers claim they are practically done shipping for this season. Many of them say that if they should have anything more it will be an extra cargo of some sort beyond even late calculations. Charters yesterday were, steamers Neosho and Onoko, and schooner Negaunee, all ore Escanaba to Ohio ports, $1,25; steamer City of Cleveland, coal, Buffalo to Chicago, $ steamer John Craig, coal Cleveland to Duluth, 60c.

CHICAGO, November 14.—Grain freights remain uninteresting. The inquiry for room is light and the offerings not heavy. Rates remain easy at 2 cents on corn and 2¼ cents on wheat to Buffalo. The following engagments were made: To Buffalo—John Ruger, H. J. Jewette, A. P. Wright, C. S. Parnell, R. P. Flower, corn. To Erie—Philadelphia, wheat; Conestoga. corn. To Ogdensburg—John Pridgeon Jr., corn.

BUFFALO, November 14.—Coal freights are unchanged. Charters: Tacoma, R. A. Packer, G. T. Hope, City of Cleveland, D. J. Foley, for Chicago, $1; Langell, Allegheny, for Milwaukee, 90 cents. Canal freights were dull and lower with wheat at 2¾ cents and corn at 2½ cents to New York.

TOLEDO, November 14.—Charters: Fayette Brown, wheat to Buffalo 2¼ cents; C. B. Benson, wheat to Cleveland 1½ cents, free of elevation.

THE SUBVENTION OF MERCHANT STEAMERS IN AUXILIARY NAVY.

With reference to the subvention of merchant steamers, possibly the following particulars would not be uninteresting to some of your readers as showing the assistance given to ship owners and indirectly to ship builders, as it represents not less than eighty millions of dollars paid to shipbuilders for one class of vessels only, by the British government; indeed it may be taken for granted that such expensive steamers as the City of New York City of Paris, the new White Star steamer Majestic and sister ship, each worth about $1,800,000, would hardly have been built were it not for the enormous subsidy paid by the government.

The retaining fee for each of the new steamers amounts to over $30,000 per annum, and the total cost of retaining reaches nearly $2,000,000 per annum. The fleet is a formidable one "in its way," for there are six vessels over 8,000 tons with engine power sufficient to drive them over 24 miles an hour. Twenty can steam 20 miles an hour, and the remaining 70 are good "16 mile boats." Should these vessels be required as troop ships or armed cruisers the price stipulated for each of the new steamers amounts to abou $600,000 per annum.

Could not such a fleet be quickly produced in this, the richest, the finest and best governed country under the sun, with its illimitable recources both as to men and materials, if its people would but do their duty towards an industry that has ever gone hand in hand with the rising greatness of the greatest empires?—*Joseph R. Oldham in Marine Journal.*

GENERAL O. M. POE furnishes the following statement of the commerce through St. Mary's Falls canal during the month of October 1888, viz:

Steamers	700	
Sail vessels	244	
Rafts and unregistered craft	48	
Total	992	
Number of lockages	524	
Total registered tonnage	741,660	tons
Total freight tonnage	885,659	"
Number of passengers	1,106	
Excess of registered tonnage over corresponding month last year	71,654	tons
Excess of freight tonnage over corresponding month last year	90,801	tons

Shipyard for Sale or Rent,

THE LOOMIS SHIPYARD AT ERIE PA., IS OFfered for sale or rent, including all materials, tools and good will. A first class opening for a shipcarpenter with moderate capital. Terms to suit purchaser. If not disposed of as a whole, will sell tools, materials, etc., in lots to suit. For inventory, terms, etc., apply at MARINE RECORD office, or to D. L. HUBBARD, Erie, Pa.

PROPOSALS FOR DREDGING. U. S. Engineer office, Buffalo, N. Y., November 20, 1888.—Separate sealed proposals, in triplicate, will be received at this office until 11 A. M., eastern standard time, December 20, 1888, for dredging at the following harbors: 1—Wilson Harbor, N. Y., 2—Olcott Harbor, N. Y., 3—Oak Orchard, Harbor, N. Y, Preference will be given to plant of domestic manufacture, conditions of quality and price (including import duties) being equal. For specifications and all information, apply to the undersigned. F. A. MAHAN, Captain of Engineers. U. S. A.

FOR SALE—
THE TUG C. D. McKINNON. Her hull and machinery are in first class order; measurement, 11 tons; engine, 14x16. Carries 100 pounds of steam and is a useful boat. Apply to LOUIS LEMON, 303 Atwater st., Detroit, Mich.

FOR SALE—
A HANDY THREE-MASTED SCHOONER, well found and equipped, will carry 500 tons of coal, or 270 M feet of lumber. Rates, A 2½.
Also, a two-masted schooner; capacity, 425 tons of coal, or 250 M feet of lumber. Rates, A 2½.
Both these vessels have been well kept up and are a most desirable investment. Apply to PARKER & MILLEN, Detroit, Mich., or to THE MARINE RECORD, Cleveland, O.

WANTED—A GOOD SECOND HAND MARINE ENGINE not smaller than 16x16 nor larger than 18x20. Address, with full particulars and bottom price, E. W. HASKIN, East Saginaw, Mich.

FOR SALE.

BARGE COL. BRACKET—She carries 260M feet of lumber, 420 tons of coal. Had $900 worth of repairs last season. Fit out good. Price $1,600. Mention this paper. ED. J. KENDALL, Port Huron.

STARS AND PLANETS IN NOVEMBER.

Boston Journal: The constellations which illuminate so brightly our winter skies just begin to show themselves during the month of November.

Orion, their leader, can be seen during the later half of the month at 9 p. m., a little to the south of west, near the horizon. This constellation is readily distinguished from the others by its prominent feature of three bright stars known as Orion's Belt. These three bright stars form a straight line, and, when rising, are perpendicular to the horizon. Close to the southeast of these there are three stars of a somewhat less magnitude, called Orion's sword, also forming a straight line. These point north and sonth, but it must be remembered that this would make them present an angle of forty two degrees with the horizon. The northernmost star of the sword appers, even to the naked eye, to be some what hazy, while in the telescope it gives a view rarely equalled by sidereal astronomy. A two or three inch telescope shows a trapezium of four small stars, which are described by Smyth as being pale white, faint lilac, garnet and reddish, respectively. These stars are surrounded by what seems to be a brilliant cloud. This nebula was for a long time supposed to consist of a great number of small stars, whose enormous distance gave the appearance of our Milky Way Although the Earl of Rossi's great six-foot reflector was directed to this nebula no satisfactory evidence could be obtained that it was a star cluster. Huggins, however, proved, by means of spectrum analysis, that the nebula consists of incandescent vapor. The dimensions of this nebula must be enormous, since, notwithstanding its immense distance, to pass over which light takes thousands of years, it occupies such a large space in our heavens.

Aldebaran, which means in Arabic the hindmost, with its attendant Hyades, is a little to the west of Orion, but can be readily seen on acconnt of its wonderful redness.

Cappela, a star of the first magnitude, is a little way above the horizon in the northeast. It is an unusually bright star and scintilates in a marvelous manner. But when it approaches nearer the zenith it leaves this frisky movement and rivals the planets in its steady, white light. Ptolemy, who lived about 150 A. D;, speaks of this star as red; in 1850 Humboldt considered it yellow; in 1863 Kearney thought it was pale blue. Since many other stars have also been thought to have undergone changes in color, many have attributed it to the various periods in a stars age. Owing to this star's distance it could become extinct seventy-two years before we should know it. This huge globe, which is able to send us such a large quantity of light from so remote a place, travels through space at the rate of thirty miles per second.

TOO MANY BELLS.

Serious accidents have occurred in this harbor within the past month which were due to misunderstandings about the signals from the pilot-house to the engineer. We are not trying any of the accidents referred to above, or sitting in judgment on them; we were not present, and know nothing of the special causes which led to the sinking of the Atlas, and the injuries to the Westfield, but we say, on general principles, that there are two many bell signals for the public safety, and two much room for whoever may be in fault to escape responsibility. There should be a national code of signals in use on every boat, and these should be established by the supervising inspectors at Washington, just as the whistle signals for pilots are. If this was the case there would be no chance for divided responsibility, or for a culpable pilot to put an engineer in fault when he was not. An engineer is practically blameless in any event, for whatever happens, unless it can be shown that he did not do what he was told, and to establish this is a very difficult thing. On ferryboats there are two witnesses against one, that is, two pilots against one engineer and in such cases it is evident that an engineer's testimony has only half the weight of the pilots'.

As matters stand now, there are various systems of signaling to the engineer, and not only that, but there are several ways of transmitting the same system. An irritable or a scared pilot can ring bells in such a way as to confuse the most levelheaded engineer, by not giving any appreciable interval between one bell and two bells, or by striking three bells in such a way that they sound like one bell and two bells. "Stop and back" signals come right on top of each other often, in case of emergency; and engineers know what is required of them intuitively only; intuitions are unsafe to navigate crowded harbors by, and there should be a simple uniform code of bell signals established by government, and made compulsory on all boats navigated by steam.—*The Engineer*, (N. Y.)

All the iron can and other buoys marking dangers to navigation in Lake Huron, Saginaw Bay and Straits of Mackinac will be taken up this week. Wooden spar buoys will be substituted for the bouys removed, the former will be allowed to remain until carried away by ice. The St. Clair and Detroit river buoys will be kept in position as late as the ice will admit.

CATARRH CURED.

A clergyman, after years of suffering from that loathsome disease, Catarrh, and vainly trying every known remedy, at last found a prescription which completely cured and saved him from death. And sufferer from this dreadful disease sending a self addressed stamped envelope to professor J. A. Lawrence, 212 East 9th St., New York, will receive the recipe free of charge.

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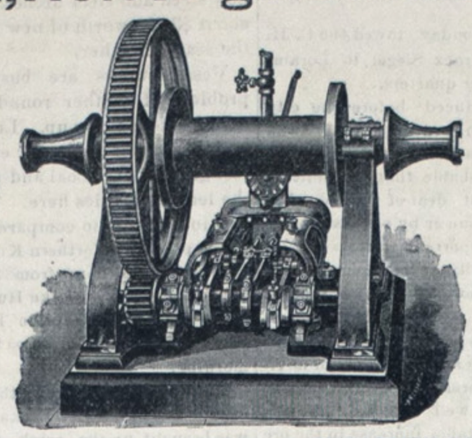
Specially adapted for Boat uses, Raising Sail, Hoisting Anchor, Pulling in Tow Line etc., etc.

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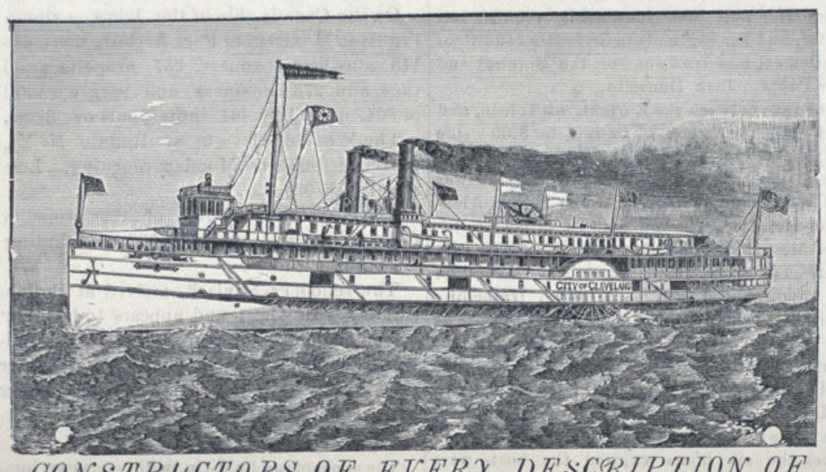
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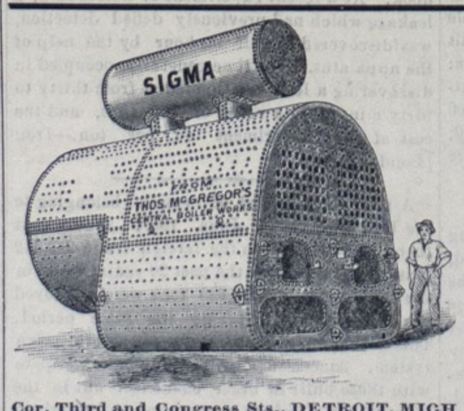

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UNITED STATES ENGINEER OFFICE, 31 WEST Congress street, Detroit, Mich., October 20, 1888. Sealed proposals for furnishing materials and labor and constructing a pier in front of Fort Brady at Saint Mary's Falls Canal, Michigan, will be received, in triplicate, at this office until 2 p. m., November 19, 1888, and then publicly opened. Preference will be given to materials and plant of domestic production or manufacture, conditions of quality and price (import duties included) being equal. The government reserves the right to reject any or all proposals For further information apply at this office, or at the U. S. Engineer office, Sault Ste. Marie, Mich. O. M. POE, Colonel of Engineers, Bvt. Brig. Gen'l, U. S. A.

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"Graphic Pipe Joint Grease' for steam or gas pipes makes a perfect joint that can be opened with ease in three years or thirty years. Bolts, screws, etc., smeared with this grease will not rust even in the dampest places. Write to Jos. Dixon Crucible Co., Jersey City, N. J., for circulars.

NOTICE TO MARINE MEN.

LATE official charts, showing the straight channel, now being dredged, and soundings in bay and river are for sale by
GEO. E. HARDY, Marine Collector,
207 Madison street, Toledo, Ohio

UNITED STATES ENGINEER OFFICE, 34 WEST Congress street Detroit, Mich., October 15, 1888. —Separate sealed proposals, in triplicate, will be received at this office until two o'clock p. m., November 14, 1888, and then publicly opened: 1, For dredging west channel of Saginaw River along West Bay City, Mich.; 2, For dredging bar at Mouth of Saginaw River, Mich; 3, For constructing revetment and beam wall and dredging at Carrollton, Saginaw River, Mich. Preference will be given to materials and plant of domestic production or manufacture, conditions of quality and price (import duties included) being equal. The government reserves the right to reject any or all proposals. For further information apply at this office. O. M. POE, Colonel of Engineers, Bvt. Brig-General, U. S. A.

PROPOSALS FOR ROCK EXCAVATION AND DREDGING, U. S. Engineer Office, Cleveland, O., October 30, 1888.—Sealed proposals, in duplicate, will be received at this office until 12 o'clock m., Friday, December 7, 1888, at which time they will be opened in presence of bidders, for rock excavation and dredging at Ashtabula Harbor, Ohio. All information can be obtained at this office. The United States reserves the right to reject any or all proposals. L. COOPER OVERMAN, Major of Engineers.

PROPOSALS FOR SAND, etc. U. S. Engineer Office, Buffalo, N, Y., October 1, 1888 Sealed proposals in triplicate will be received at this office until 11 a. m., eastern standard time, on December 1, 1888, for furnishing sand, pebbles, stone and cement, required in the reconstruction of the breakwater at Buffalo N. Y. All necessary information may be obtained on application to the undersigned. F. A. MAHAN, Captain of Engineers

WILLIAMSON BROS.
COR. RICHMOND AND YORK STS.
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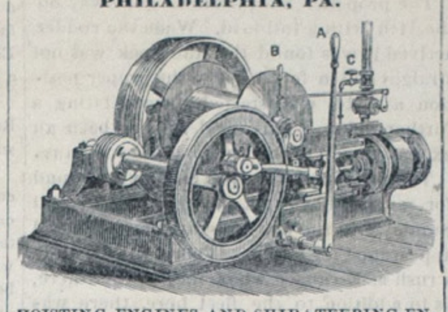

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And Synopsis of Marine Laws. Every vessel man wants one. For sale by marine clerk at all custom houses. Price 50c. See it.

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Commencing Monday July 13, 1888. The time given in the figures below is the new standard (Ninetieth meridian) time, which is thirty-three minutes slower than Cleveland time proper.

Eastward.	Arrive.	Depart.
No 4, Fast Limited Express	*2 55 A M	*2 55 A M
No. 6 N. Y. & Boston Ex	*1 35 A M	*1 40 A M
No 8, N. Y. B & A Express	*8 25 A M	*8 50 A M
No 26, Elyria Accommodation	†7 45 A M	
No 10, Toledo Ac'm via Sandusky	†11 05 A M	
No 10, Toledo Accom via Norwark	†11 05 A M	
No. 24, Buffalo Accommodation		† 7 00 A M
No. 10, New York & Boston, "Flyer"		*11 50 A M
No 12, N Y & B Fast Express	*2 35 P M	3 45 P M
No 2, Night Ex via Norwalk	9 40 P M	†10 00 P M
No 22, Night Ex via Sandusky	†9 40 P M	
No 26, Conneaut Accommodation	†4 25 P M	

Westward.	Arrive.	Depart.
No 1, Fast Limited Express	*12 15 A M	*12 15 A M
No. 23, Cleveland Express	*2 15 A M	
No 3, Chicago Express via "	‡5 30 A M	5 45 A M
No 25, Mich Accom Norwalk		†5 45 A M
No 21, Toledo Ex via Norwalk	†12 50 P M	†3 20 P M
No 5, St Louis Ex via Sandusky	*10 50 A M	*10 55 A M
No 9, Chi Pac Ex via Norwalk	*6 55 P M	*7 15 P M
No 31, Elyria ac to Elyria only		†4 30 P M
No 27, Conneaut Accommodation	†8 10 A M	

Sunday train for Nottingham—Depart 9:20 a. m. and 1:00 p. m.; returning, arrive at 9:20 a. m. and 4:45 p. m.

Reference marks—* Daily, † daily, except Sunday, ‡ daily, except Monday.

A local Cleveland and New York sleeper, also sleeper for Boston, and dining car daily on No. 10, leaving Cleveland at 11 50 A M.; arrive Grand Central depot, New York, 7.30 a. m.

For full information as to trains and connections apply at the Union ticket office, corner Bank and Superior streets, under Mercantile Bank.

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A GREAT MAGAZINE.

The Century for 1889.

THE question has often been asked, "to what does *The Century* owe its great circulation?" *The Christian Union* once answered this by the statement that "it has been fairly won, not by advertising schemes, but by the excellence which characterizes it in every department." In their announcements for the coming year the publishers state that it has always been their desire to make *The Century* the one indispensable periodical of its class, so that whatever other publication might be desirable in the family, *The Century* could not be neglected by those who wish to keep abreast of the times in all matters pertaining to culture. And the unprecedented circulation of the magazine would seem to be the response of the public to this intention.

With the November number *The Century* begins its thirty-seventh volume. Two great features of the magazine which are to continue throughout the new volume are already well known to the public, the Lincoln history and the papers on "Siberia and the Exile System." The first of these, written by Messrs. Nicolay and Hay, President Lincoln's private secretaries, contains the inside history of the dark days of the war, as seen from the White House.

THE SIBERIAN PAPERS,

by George Kennan, are attracting the attention of the civilized world. The Chicago *Tribune* says that "no other magazine articles printed in the English language just now touch upon a subject which so vitally interests all thoughtful people in Europe and America and Asia." As is already known, copies of *The Century* entering Russia have these articles torn out by the customs officials on the frontier.

DURING 1889

The Century will publish the most important art feature that has yet found place in its pages. It is the result of four years' work of Mr. Timothy Cole, the leading magazine engraver of the world, in the galleries of Europe, engraving from the originals the greatest pictures by the old masters.

A series of papers on Ireland, its customs, landscapes, etc., will appear, and there are to be illustrated articles on Bible scenes, treating especially the subjects of the International Sunday-School Lessons. George W. Cable will write "Strange, True Stories of Louisiana." There will be novelettes and short stories by leading writers, occasional articles on war subjects (supplemental to the famous "War Papers" by General Grant and others, which have been appearing in *The Century*), etc., etc.

The Century costs four dollars a year, and it is published by The Century Co., of New who will send a copy of the full pros to any one on request.

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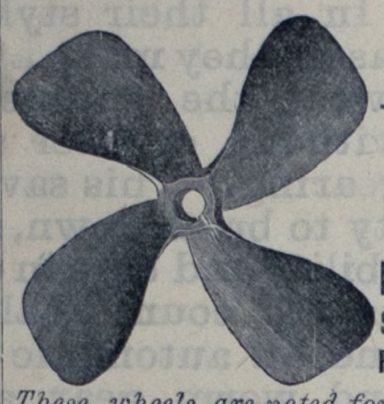

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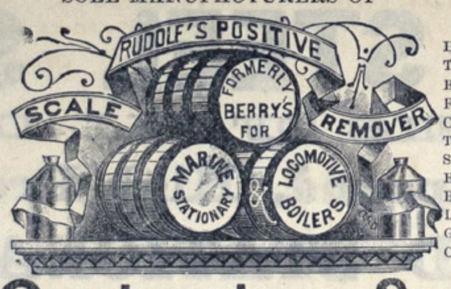

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Your committee to which was referred the 'Chase Fog Whistle Machine" beg leave to report: "That we have carefully examined the same and find that it blows at regular intervals, being worked by the engine, thereby insuring regular and continuous blasts for any length of time that may be required and would recommend it or similar device to owners of steam vessels as an additional safeguard to navigation.

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W. D. ROBINSON,
} Committee.

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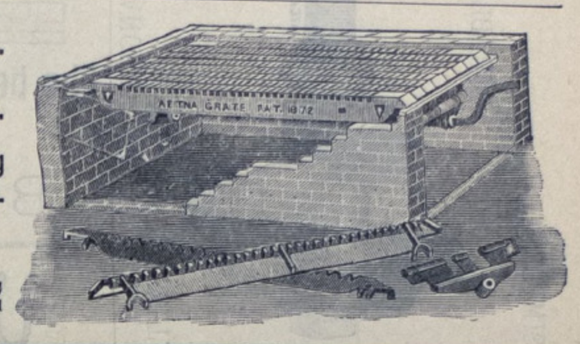

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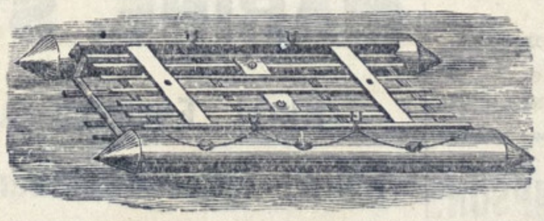

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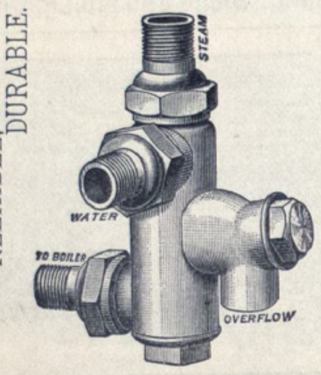

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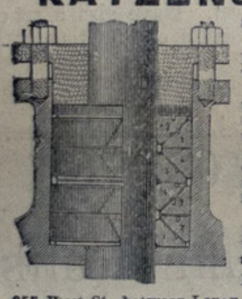

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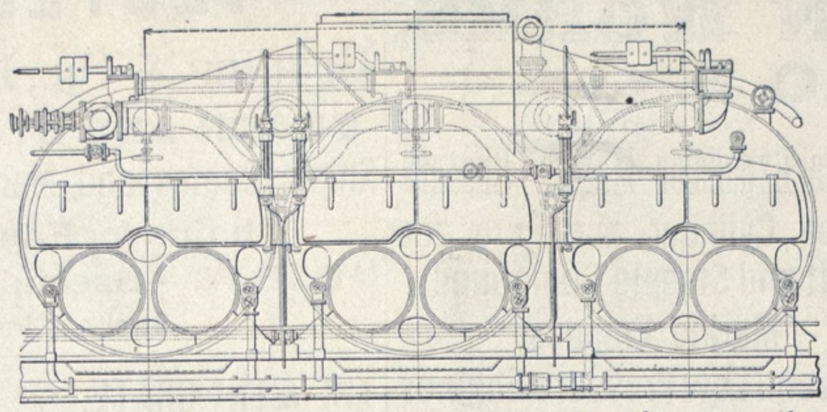

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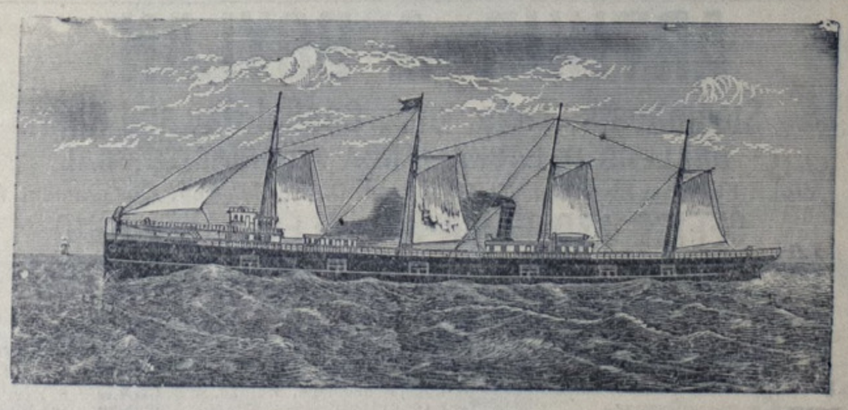

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